

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY East Germany

SUBJECT Wismut A.G. Installations of
Objects 9, 11, 2, and 90

DATE OF INFO.

PLACE ACQUIRED

REPORT

DATE DISTR. 30 September 1954

NO. OF PAGES 5

REQUIREMENT NO. RD

REFERENCES

D 84797

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1. Object 9 and 11.

The administration of Object 9 of Wismut AG is located in the Schlemaerstrasse in Aue. The administration is composed of 450 employees, including about 250 Soviets. The administration of the Object is subordinate to the Wismut Main Administration in Siegmars-Schoenau near Chemnitz. This latter receives its orders direct from Moscow. Until early 1953, the Soviet chief of Wismut AG was General Maltsev.

2. Object 9.

Object 9 is composed of shafts 186, 296, and 66. These three shafts are combined into Kombinat 186 and have a complement of about 5,500 workers. The shafts are in Niederschlema and the Kombinat has been given the code name Sviesda (Star).

3. Production.

The average production of the Kombinat amounts to about 250 crates of Type I and Type II ore per day. Type III is mined in truckloads of 150 to 200 tons daily. The production of so-called "poor ore" (Arm-Erz) is over 200 tons per day. Types I and II are shipped to Alt-Aue to the Blaufarbenwerk in the Bernslocherstrasse, where they are washed and sorted. The washed ore is shipped to the Soviet Union. Type III ore is stored in bunkers near the railway station, where the sorting equipment is located. Since the capacity of this equipment is not sufficient to handle the quantity of ore, some of the ore is transferred to Zwickau unsorted. The ores sorted in Alt-Aue are also shipped to the Soviet Union immediately. The "poor ores" are loaded onto RR cars at the shaft and are presumably also taken to Zwickau.

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4. The only shaft from which the ores are brought to the surface is Shaft 296. Here the ores are first brought to bunkers where only Russians work. These check the ores with a "T device" (T-Geraet) - PR-5. Then the Russians remove the tags from the individual crates (Types I and II ores) and write the no. of the tag (for example, Crate 193) on the crate and the tag; then the crates are taken to Niederschlemmerstrasse in Aue. Here the crates are weighed and the ore content is checked once more. Then the price of each crate is determined. The price of the crates usually varies between DM 3.- and DM 12.-. The highest price for a crate is 100 DM; however, this sum has never been reached. During the past year, two crates were priced 75 DM. The following price rates have been established on the basis of the ore content:

100 DM	12 DM
75 DM	9 DM
50 DM	6 DM
25 DM	3 DM

One mine truck loaded with Type III ore is priced at 10 DM; a mine truck of "poor ore" is priced at 3 DM. The individual brigades are paid on the basis of the above price scale.

5. The Russians in the bunker mentioned above mark the price on the crate tags and give the tag to the German chief geophysicist Alis Sobel. Sobel and his assistant keep the accounts. Payments to the brigades are made every ten days. The brigades usually consist of from 6 to 25 men. The wages of the individual miner depend on the amount of his production and on the ore content of his output.
6. Information on the individual shafts.
- Shaft 186.
- This shaft has existed since 1 January 1950; it is a simple shaft with 7 levels, at intervals of 60 meters. A depth of 450 meters has been reached. There are also intermediate levels. The farther the shaft was dug, the richer the yield of pitchblende.
7. In the "Jubilaeum" shaft, at 150 meters, a vein of silver, 20 to 25 cm wide and 15 meters long, was found in June 1952. This vein was not mined but was rolled on the dump as waste. Two workers, who took home a piece weighing about one kg, received long prison sentences. Small finds of silver occur often, but they are never exploited but go to the dump heap with the rest of the waste. In this shaft, the wheelbarrows were pushed exclusively by humans.
8. Shaft 296.
- In the summer of 1952, this shaft was transferred from the preparatory Object 11 to the exploitation Object 9. This is also a simple shaft with seven levels and a depth of 120 meters. The shaft has a basket conveyor for workers and an elevator for ore masses. There is also an ore skip. The shaft is extensively mechanized. The ore cars are operated by electric power. On the conveyor bridge there is a RKS test stand. Here Russians examine all trucks for ore content. Here the ores of Type I and Type II of shafts 186 and 296 are brought to the surface. Ores registering 8 or 10 to 16 gammas radiation are classified as poor ore; over 16 gammas the ore is classified as Type III.
9. Shaft 66.
- This shaft has existed since about 1947. It reaches a depth of about 480 meters. At the present, the shaft is being rebuilt to contain three slopes. The present transport facilities do not suffice to handle the large output.

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No mining has been done in this 480 meter shaft since early 1953, since it has been completely exploited. In future, the ore masses of the other two slopes are to be brought to the surface here.

10. Shaft 207, Niederschlema.
This shaft is also subordinate to Object 9. It has a complement of 3,000 to 3,500 workers and has existed since about 1947. It has seven levels and a depth of 420 meters. The ore production is said to be low.
11. Shaft 250, Niederschlema.
This shaft has existed since about 1947. It, too, has seven levels. It is 420 meters deep and is said to be very productive. The neighboring shaft is Shaft 186.
12. Shaft 38.
This is located at the Niederschlema RR station, and has existed since 1946 and does not bring in much ore any more. It is almost entirely exhausted. The shaft is under the former Radiumbad Oberschlema (Oberschlema radium baths). The baths have been completely torn down. At the present, attempts are being made to find uranium ore on the surface on the site of the former radium baths.
13. Shaft 13.
This shaft is located in Niederschlema and is equipped with an ore skip. The following shafts are no longer in operation:

Shaft 129, Albroda; also two other shafts, numbers unknown.
Shaft 276, Albroda; and three unidentified shafts in Freibad.
14. Object 11.
Object 11 in Oberschlema is a preparatory Object. It is to be merged administratively with Object 9. The shafts subordinate to Object 11 are identical with those subordinate to Object 9. The workers of the shaft of Object 11 do depth-drilling work, they build galleries and lay tracks, and build railroad stations, etc. Their job is to ready the shafts for exploitation by Object 9.
15. Personalities:
Object 9: Chief of the SSD (Staatssicherheitsdienst: State Security Service)
a certain Foerster (fnu)

Shaft 186.
As of 1 April 1954, the administratively merged shafts 186 and 296 are to be separated. The following are member of the Russian staff:

Shaft chief: Firmakov
Chief engineer: Semakin
Chief mechanic: Artiomov
Chief, technical inspection: Kruchini
16. Shaft 296.
Shaft chief: Shish (Russian)
17. Object 2.
This Object is in Oberschlema. It controls Shafts 6 and 12, among others.
18. Object 90.
The administration of Object 90 is in Gera in the Victoria Hotel, near the main railroad station. The following shafts, open cast mines, garages, store-houses, workshops and other installations belong to this Object:

a. Schmirchau Shaft
Pit mining, Shaft 356

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- b. Lichtenberg Shaft
Pit mining, Shaft 352
 - c. Open cast
Karriere Sorge Sued (South)
Karriere Sorge Nord (North)
 - d. Karriere Gauern (open cast)
 - e. Karriere Ronneburg (open cast) operations suspended in mid 1953.
 - f. Karriere Katzendorf (open cast)
 - g. Garage Gera
The vehicle parks of the Objects, that is, of the shafts are called garages. The Gera garage serves the Object administration and the Schmirchau and Lichtenberg mines.
 - h. Garage Katzendorf
Serves the Katzendorf and Gauern open cast mines.
 - i. There is still another garage which Source is unable to recall for the time being. This probably serves the other installations.
 - j. Storage, depots, central workshop
The main storage house is in Gera. Here are stored the entire equipment for mining, including drills, hammers, hoses, shovels, pit lamps, clothing, safety devices, etc. Here, equipment is issued to the supply shops of the individual shafts.
 - k. Central workshop
Also located in Gera and responsible for repairs and spare parts for the garages.
 - l. Lumber yard
Immediately adjacent to the Gera South railroad station. Large lumber storage for shaft construction.
19. Wismut police of the organization of the Wismut Security apparatus. Organizationally, the Wismut police appears to belong to the Volkspolizei, however, it is under orders from the individual Object administrations. Units are on duty at the individual shafts, open cast mines, etc. In Ronneburg, there are 60 to 70 men who also guard the Objects Schmirchau and Lichtenberg, furthermore, there is a fire department totaling about 500 men. In late March 1954, the entire complement of personnel at Object 90 must have totaled between 11,000 and 12,000. This breaks down as follows:
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|--------------------------------------|----------------|
| Schmirchau | 900 |
| Lichtenberg | 900 |
| Sorge North and South | 3,000 to 4,000 |
| Gauern | 1,000 to 1,200 |
| Garages 1 - 3 | circa 1,000 |
| Administration, storage and workshop | circa 1,500 |
| Police and Fire dept. | at least 1,000 |
20. Ore Production Schmirchau and Lichtenberg. He has no information concerning the open cast mines. In both Schmirchau and Lichtenberg, the production and quality are the same. Daily production averages about 40 cars per shaft. One car contains 3 - 4 tippers. One tipper has an

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average of 3.5 tons. Only Type III is produced in these installations.
The ore is taken to Crossen near Zwickau to be washed.

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